1	2	3
Madras-Trichy	Tourist Office, Madras	Services introduced by 2 A320 wkly
Calcutta-Ahmedabad	Bengal National Chamber of Comm. & Industries	Introduced Mumbai/Ahmedabad/ Jaipur/Calcutta 3 A 320/wk.

Extension of the runway of airports of the country

1649. DR. RANBIR SINGH:
SHRI RAM NATH KOVIND:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether work on extension of the runway of the airports of the country has been undertaken during 1995 and 1996;

(b) if so, the details thereof;

(c) whether some of such works have since been completed;

(d) if so, the details thereof including the amount spent on each year as on 31st December, 1996; and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) Extension of runway was undertaken during 1995 in Jaipur, Indore, Lilabari, Udaipur, Shimla, Calicut and Trivandrum airports at an estimated cost of Rs. 123.89 crores. In the year 1996, work on extension of runway was taken up at a cost of Rs. 24.38 crores at Jabalpur and Bhubaneshwar airports.

(c) Yes, Sir.

(d) The work at Jaipur airport has been completed and the amount spent is Rs. 7.43 crores which includes cost of widening of taxitrack.

(e) The projects are on schedule.

Problem faced by private airlines in the country

1650. SHRI AKHILESH DAS: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are aware of the problems being faced by the private airlines in the country;

(b) if so, the measures which Government propose to take to ameliorate the same;

(c) whether it is a fact that a seminar was recently organised in this regard;

(d) if so, the names of agencies/ organisations which took part in the seminar and the issues relating to the airlines industry which came up for discussion;

(e) what was the outcome of the discussions;

(f) whether any policy has been worked out; and

(g) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) Representations have been received from the domestic private airlines, from time to time, in which problems faced by them have been brought to our notice. All possible measures are taken from time to time, in this regard with a view to redress the difficulties within the given parameters.

(c) to (e) On 22nd February, 1997 a seminar on "Airline Industry in India —

Strategy for success" was organised by the Federation of Indian and Foreign (Scheduled) Airlines and Air Taxi Operators (FIFAATO). The seminar was reportedly attended by the representatives of domestic airline and some foreign airlines operating out of India. The main focus of the discussions included areas of infrastructure, fleet expansion, safety, servicing and maintenance, etc. The Federation has not communicated the outcome of the discussion to the Government.

(f) and (g) Salient features of the recently approved policy on domestic air transport service sector are annexed as statement.

Statement

The main features of the recently approved policy framework for domestic air transport services are as follows:—

1. Barriers to entry and exit from this sector should be removed. There should only be a pre-entry scrutiny of applications to verify the financial soundness, maintenance, security and safety aspects of operations and human resources development proposed to be undertaken by the applicant.
2. Choice of the aricraft type and size should be left to the operator.
3. To eliminate non-serious entrepreneurs and to achieve economies of scale, the minimum fleet size for a scheduled operator should be raised from the existing three (3) to five (5) aricraft and the minimum amount of the shareholders funds should be enhanced from existing Rs. 5.00 crores to Rs. 10 crores for aircraft of all-up-weight below 40,000 kgs and from Rs. 10 crores to Rs. 30 crores for aircraft of all up weight exceeding 40,000 kgs.
4. Induction of total capacity in the air transport sector should be predetermined on the basis of trend growth of traffic and projections made for at least a period of five years on annual basis. This information should be widely publicised to enable the entrepreneur to take investment decisions.
5. In the distribution of this predetermined capacity for induction, while preference will be give to Indian Airlines according to its fleet augmentation plan subject to its ability to do so, to meet a share of additional capacity that would emerge each year, there would not be any pre-determined restriction on the induction of capacity by private operators.
6. The present policy of route dispersal guidelines be retained and strictly enforced. According to these guide lines, all scheduled operators are required to deploy in the North-East, Jammu & Kashmir, Andaman Nicobar Islands and Lakshadweep 10% of their capacity deployed on the specified trunk routes.

त्रिपुरा के विमानपत्तनों की इक्विटी पूंजी में धनराशियों का निवेश

1651. **श्री अन्नतराव देवशेकर दबे:** क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या भारतीय विमानपत्तन प्राधिकरण ने त्रिपुरा के विमानपत्तनों की इक्विटी पूंजी में धनराशियों का निवेश किया है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या भारतीय विमानपत्तन प्राधिकरण ने उपर्युक्त विमानपत्तनों के लिए विमान संचालन संबंधी उपकरण, "राडार" और तकनीकी सहायता प्रदान करने संबंधी प्रस्ताव पर अन्तिम रूप से कोई निर्णय ले लिया है;

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) यदि नहीं, तो उसके क्या कारण है?

नागर विमानन मंत्री तथा सूचना और प्रसारण मंत्री (श्री सी०एम० इब्राहीम): (क) जी, नहीं।

(ख) यह प्रश्न नहीं उठता।